

1922

കേരള നിയമസഭ

[സെപ്റ്റംബർ 26, 1985]

Kasargod—Thalappady— Parassanikadavu	1	Schedule	(Ordinary)
Kasargod—Bandaduka—	1	"	"
Kasargod—Uduma —	1	"	"
Kanhangad			
Kasargod—Mathur —	1	"	"
Erangipuzha			
Total	15		

(b) & (c) All schedules are being operated at present. Due to shortage of vehicles certain schedules have to be cancelled on certain days. No schedule sanctioned to this Sub Depot has been cancelled permanently.

(d) Two vehicles are additionally required for the operation of the schedules fully.

Strength of staff for a Sub Depot

(959) **Dr. A. Subba Rao:** Will the Minister for Transport be pleased to State:

(a) What is the normal strength of staff sanctioned for a Sub depot in K.S.R.T.C. category-wise;

(b) What are the sanctioned post to Kasargod sub depot so far category-wise;

(c) How many have been actually posted to the sanctioned posts in that sub depot so far and which are the vacancies yet to be filled up;

(d) What steps have the authorities concerned taken to fill up these vacancies?

Answer

(a) The normal strength of staff for a sub depot per schedule is as follows:

Ministerial	—	4
Mechanical	—	1.5
Driver	—	3
Conductor	—	3
Others	—	2.5 (10.4)

(b) No additional posts have been created for the Kasargod sub depot. Diversion of staff has been made from the adjacent depots from where schedules have been diverted.

(c)	Conductor	—	41
	Driver	—	41
	Inspector	—	4
	Station Master	—	4
	Vehicle supervisor	—	4
	Superintendent	—	2
	Clerks	—	10
	Guard	—	3
	Sweeper cum- Scavenger	—	1
	Asst. Storekeeper	—	1
	Store Assistant	—	1
	Store Attender	—	1
	Peon	—	1
	Asst. Chargeman	—	1
	L. H. Mechanic	—	2
	Work Assistant	—	8
	Tyre Inspector	—	1
	Electrician	—	1
	Junior Mechanic	—	4
	Black Smith	—	1
	Coach Builder	—	1
	Welder	—	1

7 vacancies of drivers and conductors each are to be filled as per the norm.

(d) Steps can be taken to fill up the vacancies only after the finalisation of the proposal on the reduction of bus staff ratio.

Inter-State bus running in the Calicut-Mangalore route

(960) **Dr. A. Subba Rao:** Will the Minister for transport be pleased to State;

(a) How many inter State bus schedules are running at present in the Calicut-Mangalore route;

(b) How many of them are being operated by K.S.R.T.C. and how many by the private owners;

(c) Who are the Private bus owners now operating in that route;

(d) Whether permits for any new schedules have been granted in recent months;

(e) If so whether the K.S.R.T.C. had applied for it;

(f) Who are the private owners who have been given these permits or allowed extension in that routes—Interstate services;

(g) What are the reason for not issuing the permits to K.S.R.T.C. and the reasons for issuing the same to private owners?